

## 1. LOCATION OF OCCURRENCE

15 miles east of Renner's Rock, Northern Territory.	Height a.m.s.l. (ft) 1700 feet	Date 24.4.70	Time (Local) 0952	Zone CST
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## 2. THE AIRCRAFT

Make and Model Beech E50 Twin Bonanza	Registration VH-CLQ	Certificate of Airworthiness	Valid from 23.2.66	Valid to 22.2.75
Registered Owner Connellan Airways Pty. Ltd., P.O. Box 1, Alice Springs, Northern Territory.	Operator Connellan Airways Pty. Ltd., P.O. Box 1, Alice Springs, Northern Territory.	Degree of damage to aircraft Destroyed		
Defects discovered  The non-slip walkway on the starboard wing was loose at its forward edge.		Other property damaged Nil.		

## 3. THE FLIGHT

Last or intended departure point Alice Springs	Time of departure 0856	Next point of intended landing Mulga Park	Purpose of flight Public Transport	Class of operation Regular Public Transport
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Robert Alexander BENNETT	Pilot	30	Commercial	19	1435	Minor

## 5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

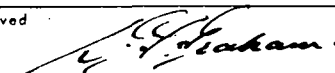
Regulation or Order No.	Nature of controvention

## 7. RELEVANT EVENTS

Following the commencement of aircraft vibration in flight at 4,000 feet, the pilot advised Alice Springs that he was returning and expected a normal approach and landing. He attempted to isolate the source of the vibration by checking the magnetoes and by applying carburettor heat, and then he proceeded to cut each engine in turn by moving the appropriate mixture control to the idle cut off position. After cutting the port engine the pilot trimmed out the rudder foot load, but did not increase power on the starboard engine. Some minutes later, realising that he had lost considerable height and was now down to some 500 feet above ground level, he attempted to restore power on the port engine and believes he reselected the mixture control to "rich". He then moved both throttle and pitch levers to climb power settings, but although the pilot still had considerable right rudder trim applied he felt no asymmetric foot load. The aircraft gained 100 feet and then flew level at 90 knots, with the vibration continuing. The pilot lowered the nose and as the aircraft began to lose height again he decided that he must land straight ahead. He transmitted a "Mayday" call and with the wheels and flaps retracted he landed amongst scattered, small trees, damaging the aircraft beyond economical repair. It is possible that the vibration was due to the turbulent airflow induced by the protruding section of the wing walkway. The extra drag arising from this source, however, would not have been sufficient to account for the loss of performance.

## 8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was inexperienced on the type, was not sufficiently familiar with the aircraft performance nor with the relevant operating procedures.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 27.7.71
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## DEFINITIONS

**ACCIDENT** - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

**FATAL INJURY** - Any injury which results in death within 30 days.

**SERIOUS INJURY** - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

**MINOR INJURY** - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

**DESTROYED** - Consumed by fire, demolished or damaged beyond repair.

**SUBSTANTIAL DAMAGE** - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

**MINOR DAMAGE** - Damage other than as defined under "Destroyed" or "Substantial Damage".